e e e e e e e e e e e e e e e e e e e	Approved For Release 2003/08/05 : CIA-RDP82-0/45	7/14	5X1A	25X1
•	CENTRAL INTELLIGENCE AGENCY	REPORT NO.	3X IA	
	INFORMATION REPORT	CD NO.		
		CD NO.	25X	1 /
COUNTRY	USSR (Leningrad ND)	DATE DISTR	25/	IA .
SUBJECT	Airport South of Leningrad	NO. OF PAGES	١,	
	25X1A			•
PLACE ACQUIRE	BRARY	NO. OF ENCLS.	1@	
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	25X1X	REPORT NO.		
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SOURCE				
,	Tarabian and during 22 in			
1.,	Location and installations: See Innex. The landing field extended along the road for			
	feet square had recently been drained so the viceable in all weather. The drainage work the 5,000-foot runway with a concrete surfact thick, was being extended in April 1949. The ture was first in the ratio of 1:6, later if the 1,800-foot concrete taxiway in front of being extended towards the southeast.	was being cont e about 8 inch e concrete mix n the ratio of the hangars wa	inved, es 1:3, s	
3.	of the three destroyed hangars, one had been reconstructed (dimension: 100 x 135 x 50 fee livered from Germany, 100 x 165 x 35 feet, where two other hangars were scheduled for red	t)。 A hangar as being set u	de-	
4. 5X1X	The aircraft were fueled with lead gasoline rating 87	with the octan	e	
5.	The following navigating and signal equipment	it mas availabl	e:	
	a. Might landing facilities: Boundary light lamps red-white, red obstacle lights, white red boundaries of landing strip.	ts: reon quart landing strip,	2	
	b. Radio station and radar station: he of at the extension of the runnay (see Arnex). Some masts were 10 feet high, the two main of high. The off station in the administration antennas. The Lenthra radio station with 25 antennas 10 feet high and the lajak stationing and transmitting stations to cables about 35 inches underground.	Cuide beam be nes about 90 f building had r masts and 10	acons. eet od rod eiv-	25X ²
	c. "eather stations: In a special building ministration building. Only the latter was	and in the ad		
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Next Review Date: 2008

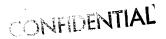
- d. There was a telephone switchboard in the administration building.
- from the runway to the pumping station; this station had two
- Flying: At least 12 commercial aircraft airived each day from every direction. pproximately the same number took off again. Douglas twin-engine aircraft with radial engines were almost exclusively seen. Large aircraft with dual landing wheels and nose wheel have been observed in increa ing number since mid-1948.

25X1A Comment:

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- The setting up of a German hangar may be considered confirmed since equipment dismantled at the BURLIN-THE PELHOF Sterfens & Roelle Firm was previously observed at the field.
- b. The utilization of lead fuel appears credible. According to available information, the Goviets use avaiation gasoline with octane ratings of 85 or 86. Of modern installations at this airport, the up-to-date traffic control service previously pointed out. The use of DC-3s (m-2) and of IL-12s as airliners can also be considered confirmed.
- c. The presence of four-engine bombers mentioned in a previous report was not observed. However, the reported expansion of the field, observed since April 1949, may be considered as a partial confirmation of the previous report.
- 1 Annex: Airport South of LEWINGRAD

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Te all.	



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